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CENTRAL INTELLIGENCE AGENCY

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S E C R E T

COUNTRY East Germany

REPORT

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SUBJECT Gross Doelln Airfield

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report on Gross Doelln airfield which gives information under the following headings: (1) Aircraft Counts, (2) Aircraft Details, with the following sub-headings: (B) Aircraft Finish, (c) Fittings, (d) Dispersal, (3) Flying Activity, (4) Movements -- departure of FAGOTS and replacement by FRESCO'S, (5) SAF Vehicles, with the following sub-headings: (a) Fuel Trucks, (b) Mobile Workshops, Railroad Cars, Jeeps and Radio Trucks, (6) Radio and Radar OB, and (7) Soviet personnel on hand for the installation of radar equipment. A scaled drawing which shows the relative positions of all aircraft observed at Gross Doelln airfield on the afternoon of 2 November is also included. •

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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EAST GERMANYAIR/MILITARYGROSS DOELLN Airfield (22 Oct - 2 Nov 56)

All map references are taken from GERMANY 1:25000 AMS series M 841 Third Edition, Sheet Numbers 2946 and 2947.

APPENDIX

Attached at Appendix "A" is a scaled drawing showing the relative positions of all aircraft observed on GROSS DOELLN airfield on the afternoon of 2nd November.

AIRCRAFT ORDER OF BATTLE1. AIRCRAFT COUNTS (31st Oct & 2nd Nov approx. 1400 - 1500 hrs)

27 FRESCOs (including at least 15 FRESCO D's)
 7 FARMERS
 2 CABS
 1 MULE
 1 FLASHLIGHT

2. AIRCRAFT DETAILSa) Numerals(i) Flashlight

Red 17

(ii) Fresco D's

Yellow 18, 20, 22, 25, 27, 28, 31, 32, 36, 39, 43.

(iii) Fresco's (believed D's)

Yellow 2-digit numerals, including 16, 21.

(iv) Cabs

Yellow 28, 42.

(v) Mule

White 37

b) Aircraft Finish(i) Flashlight - Overall matt medium grey.(ii) Farmers - Bright silver grey.(iii) Fresco's - Dull silver grey.(iv) Cabs and Mule - Matt olive green.c) FittingsFresco's

(i) All Fresco's observed on the airfield were fitted with "bomb" type underslung auxiliary wing tanks.

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(ii) The 15 positively identified Fresco D's dispersed along the lower side of the ladder type dispersal platform in the SOUTH EAST corner of the airfield were all fitted with SCAN ODD radars. It was impossible to positively ascertain whether all remaining Fresco's were fitted with SCAN ODDs.

Farmers

All Farmers were fitted with large underslung "bomb" type drop tanks. No fittings resembling rocket rails were apparent when any of these aircraft were observed in flight.

Flashlight

(i) This aircraft had a conspicuous "solid" bulbous nose.

(ii) As far as could be ascertained, the only armament consisted of 2 conspicuous cannons located under the nose. The guns appeared to be of equal calibre, and were estimated to be the same calibre as the large cannon fitted to the Fresco's.

(iii) On p.m. of 2nd Novonly, 2 large "cigar" shaped tanks were laying on the ground in front of this aircraft. It could not be ascertained whether the tanks had fins at the rear as fitted to the Farmer auxiliary tanks.

d) Dispersal

(i) On both days of observation, all aircraft were parked around the SOUTH EAST corner of the airfield, the layout being as shown at Appendix "A".

(ii) No aircraft were parked on either readiness platform adjoining the take-off ends of the runway.

(iii) On both days of observation, the entire aircraft dispersal area appeared to be in a state of immediate readiness. With the exception of 2 Fresco's undergoing maintenance on the servicing platform, all fighter aircraft were uncovered. No pilots could be seen in any of the aircraft, but alongside the SOUTH EAST corner of the ladder type hard standing, there were 4 very large and new-looking 3-axled trailer caravans. A group of approx. 10 pilots in flying overalls were observed in the immediate vicinity of one of these caravans on the afternoon of 2nd Nov.

In the immediate vicinity of the servicing platform, there was a group of 9 x 3-axled workshop type vehicles with 2 adjoining 2-axled vehicles on the rear of which was mounted a large compressor.

3. FLYING ACTIVITY

a) Farmer aircraft appeared to undertake the majority of the day flying details, 6 and sometimes seven of these aircraft having taken off in rapid succession. The aircraft took off in pairs with an interval of approx. 500 metres between each successive pair. The aircraft appeared to have a shorter take off run than the Fagot/Fresco aircraft and climbed steeply away immediately they became airborne. The Farmer aircraft have undertaken frequent formation flights mostly in oblique line abreast, and when returning to the airfield circuit have broken off into threes, landing either in flights of 3 aircraft obliquely across the runway, or in pairs approx. side by side. The standard of formation keeping has been consistently good, and the aircraft appear to fly in tighter formation than any Fagot units formerly occupying the airfield.

b) The Fresco's have very rarely been observed airborne by day during the period. Night flying activity has been more pronounced during the

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period of report, and judging by the tone of the aircraft engines on take-off, only Fresco's appear to have been engaged. From a distance, the Farmers have a distinctly deeper note to the engine, both on take-off and whilst airborne. 25X1

4. MOVEMENTS

During the period 20th - 29th Oct, all Fagot aircraft departed from GROSS DOELLN airfield, and were replaced by Fresco's. It is not known how and when these aircraft movements took place, and no rumours of any very recent arrivals or departures are current on the airfield.

A careful reconnaissance of the SOUTH EAST corner of the airfield, where all aircraft are normally dispersed, and also of the vicinity of the airfield rail head, has failed to reveal any aircraft packing cases of any kind, either whole or dismantled.

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In the airfield trading store (HO), there are still persistent rumours that the recent large batch of families were transferred to GROSS DOELLN airfield from NEURUPPIN, in addition to other families arriving from FINOW. It has again been obvious that no unusual purchases have been made in the HO, which would tend to confirm the statements that these families have only carried out an internal move.

S.A.F. M.T. ORDER OF BATTLE

5. SAF VEHICLES

a) Fuel

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There is a distinct increase in the number of MT fuel bowzers on the airfield. The following were parked on the MT park adjoining the main domestic site on the morning of 2nd Nov:-

16 x 3-axled fuel
8 x 2-axled fuel
13 x 2-axled trailers.

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On the afternoon of the same day, the above-mentioned vehicles remained in situ, and in addition there were 2 x 3-axled fuel together with trailers, adjoining the SOUTH EASTERN ladder type hard standing and adjoining No. 1 Fuel Installation there were 3 x 2-axled fuel trailers.

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b) Miscellaneous M.T.

(i) As reported in para 2 (d) (iii), adjoining the SOUTH EASTERN ladder type hard standing, the following vehicles were observed:-

9 x 3-axled workshop type vehicles
2 x 2-axled flats with compressors on the rear
4 x 3-axled large accommodation caravans
2 jeeps
3 x 3-axled radio vans.

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RADIO AND RADAR

6. ORDER OF BATTLE

As at p.m. of 2nd Nov, the following radio and radar equipments were in situ:

a) The TOKEN recently mounted on the newly erected artificial hillock at MR 047 770, has not yet been observed in operation.

b) A KNIFEREST and FISHNET and 2 radio vans were located at approx. MR 037 778.

c) A CROSSFORK and a FISHNET were located at approx. MR 040 774.

d) a CROSSFORK, a FISHNET and a WHIFF type radar were located in the immediate vicinity of the heavy AA site at MR 051 768.

e) The inner and outer marker beacons located in the EASTERN approach funnel remained unchanged. The WESTERN approach funnel was not observed during the period.

f) A 2-axled radio vehicle with a VHF disk cone was parked in the vicinity of the AA site at MR 051 768.

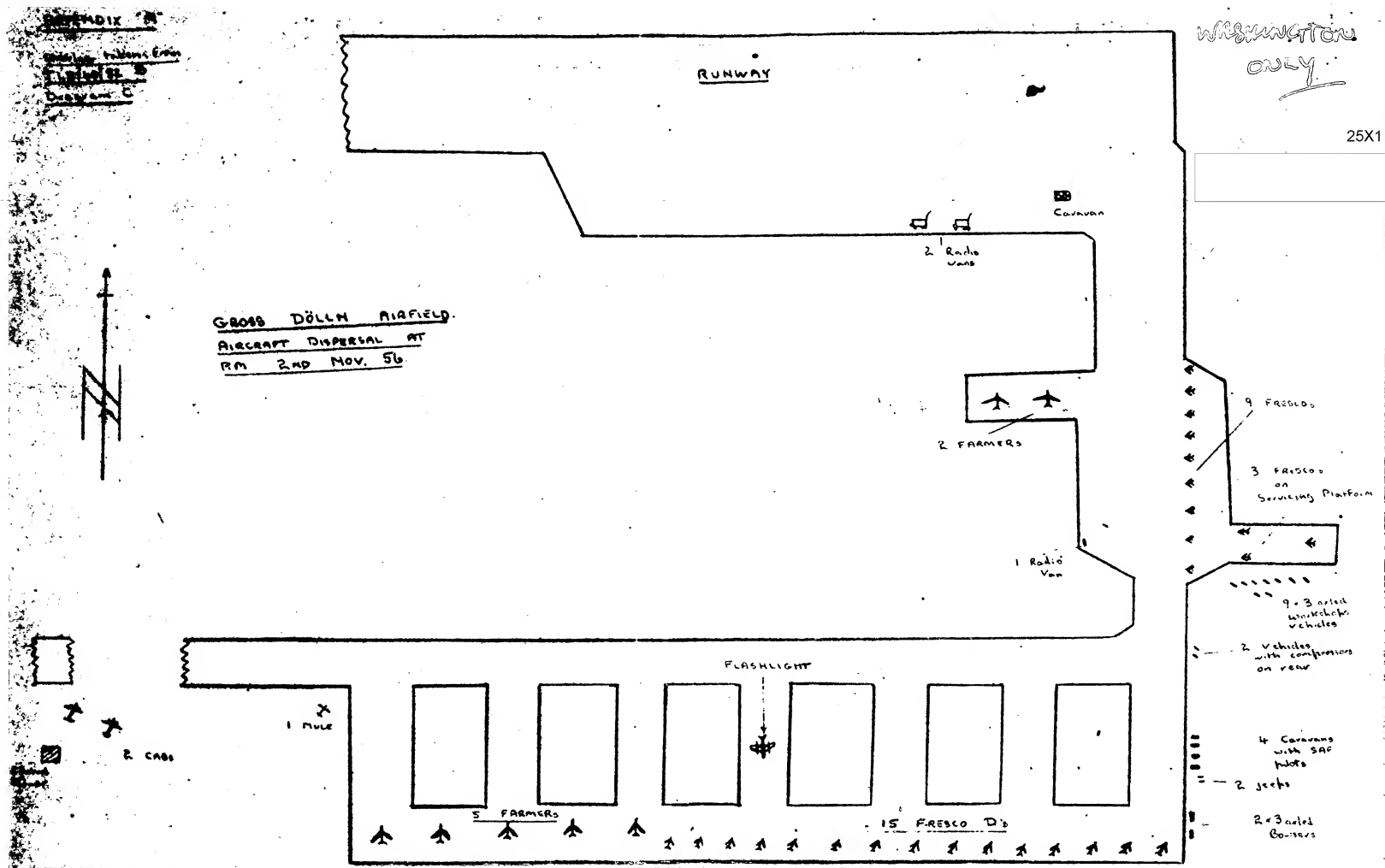
7.

MISCELLANEOUS

Since approximately mid-October 1956, there has been a special Russian fitting party waiting on the airfield for the arrival of some bulky new radar equipment which is about to be installed. This radar equipment is travelling by a special heavy train, and is alleged to be held up at the Polish border because of the current unrest in Poland.

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